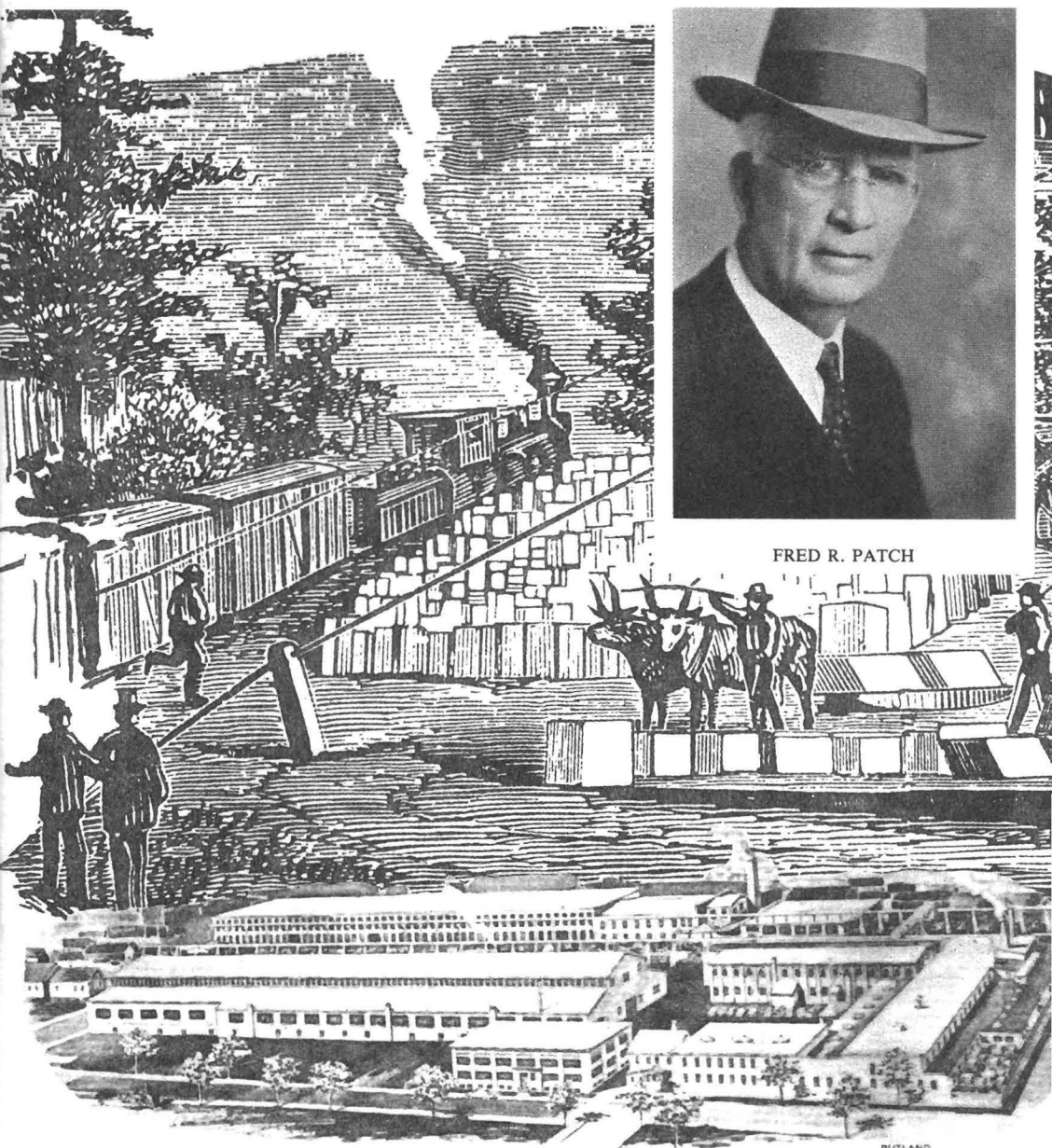


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FRED R. PATCH

RUTLAND

Fred R. Patch

HIS PERSONAL RECOLLECTIONS OF LIFE AT SUTHERLAND FALLS AND THE FOUNDING OF PATCH-WEGNER COMPANY

By Elaine Purdy

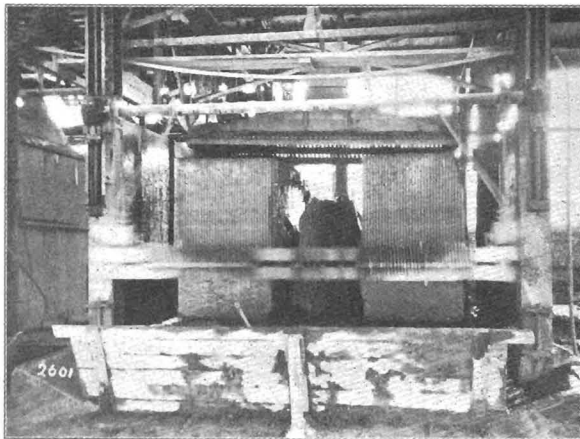
Preface

When Fred R. Patch died 20 January 1938 at the age of 84, he had been retired for only four years from a long and outstanding career in the marble industry. Indeed, one could say that he attained success in two careers during his life time: one which ended in 1890 when he left the Vermont Marble Company after serving as superintendent and chief engineer, and a second which began in 1891 and by 1928 found him at the head of the largest marble machine tool manufactory in the country—perhaps the world—Patch-Wegner Company.

A man of many talents, skills and interests, Patch also contributed to the Rutland area as architect, builder, civic leader and historian. Much of the following narrative is taken from speeches he was called on to give in his later years to tap his keen knowledge of the marble industry and local history.

George H. Perkins, former Vermont State Geologist, in his *1931-32 Report of the State Geologist on the Mineral Industries and Geology of Vermont* (still a highly prized tool for geological and historical research) says of Patch:

It is very fortunate that in undertaking this [History of the Vermont Marble Industry] I have the very valuable assistance of Mr. F. R. Patch, president of the Patch-Wegner Company, of Rutland, Vermont. Mr. Patch has not only been interested in marble-working machinery for many years, but also has had much personal experience in marble quarries and mills, so that he can not only say with truth 'this I know and have seen' but 'a part of it I was'. I know of no one who is able to tell us more intelligently or authoritatively about this industry than Mr. Patch.



OFFICE OF VT. STATE GEOLOGIST

One of the largest gang saws built by Patch-Wegner Company. It could saw two blocks of marble into 75 slabs.

The Sutherland Falls-Vermont Marble Company Years

Born 15 October 1853, to Joseph L. and Annette Lull Patch, Fred Patch grew up in the family home on Grove Street in Rutland at a time when there were few other houses or streets in that section of town. (In later years the Patch home site would be occupied successively by the E. D. Keyes mansion and the Central Vermont Public Service Corporation's office building. Maple and Summer Streets were later constructed through the former Patch property.)

As a boy, Fred was often given the chore of hauling shelled Indian corn on his sled to the Ripley grist mill on Otter Creek at Center Rutland. Watching the grindstones turn corn into hominy was fascinating for the youngster but, increasingly, his imagination was drawn to the Ripleys' other mill—the marble works situated on the opposite bank of the creek. (The Ripley Mill was built in 1844 and burned in 1889; at that time it was equipped with 20 Clogston gang saws and Patch as an adult was in charge of rebuilding it for the Vermont Marble Company—completing the work in eight weeks' time.) He couldn't have dreamed as a boy that his entire life and career would be so closely bound to what was then a small emerging industry; nor could he have foreseen how much his own intelligence and ingenuity would contribute to the development of that industry into one that would become premier in the world and central to the growth of Rutland.

In March 1865 father Joseph Patch, who was a builder-contractor, moved his family (which included Fred's older brothers John and Will) to Sutherland Falls. His new property was located at the foot of the steep hill which from that time on has borne the name of Patch. (About 1870, probably after his marriage to his second wife, Harriet, daughter of Thomas Ormsbee, Joseph built a large new house at the top of the hill. It still stands across the road from the Proctor Free Library.)

Sutherland Falls in those years was in the midst of changing from an agricultural to a manufacturing center and was an exciting place for a boy of twelve. There were new and sometimes dangerous amusements. Fred recalls swimming in and skating on the mill race above the falls and "riding the pitman". The latter sport involved a boy riding and maintaining his balance on the moving beam of a gang saw while removing and re-donning his jacket.

Fred attended school in the handsome stone building (now the Municipal Building) in the part of town known as Skunk Hollow. This building, constructed in 1836, soon became too small for classes which ranged in size as high as 68 pupils. (The boys and girls sat on long, rough board seats which lined the packed room in double rows.) In 1866 a new stone schoolhouse was planned to rise at the southern end of the hollow and Fred worked with his father in the construction of its wooden portions. This was the start of his interest in architecture and construction. Indeed, this may have marked the end of his formal education since Patch writes:

In 1867-8 my father built for Wyman Flint at the Double Crossing, a 12-gang mill. I became 15 years of age in October 1868, but I had helped build the mill from the beginning to the finish, doing a man's work as carpenter and millwright.¹

By 1871 the younger Patch was working with his father at laying tracks from the Sutherland Falls quarry to the finishing shop (when news came of the great Chicago fire). In later years, 1887-88, Fred himself laid out and oversaw the building of the Clarendon and Pittsford Railroad tracks from Sutherland Falls to Center Rutland and West Rutland. The first engine to be purchased for the road (an 0-4-2T Baldwin) was named in his honor.

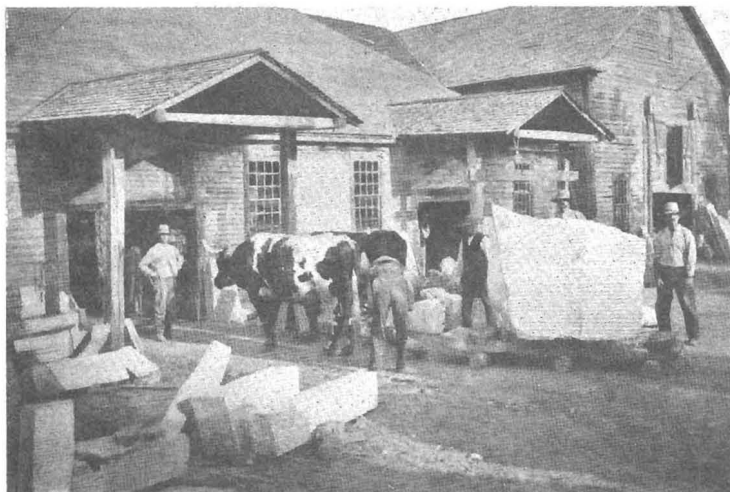
As a young man working in the marble industry, Patch was called on to perform many back-breaking tasks and thus became familiar with their inefficiencies and drawbacks. This experience stood him in good stead in later years and contributed to his penchant for invention and innovation. One such task involved the moving of marble blocks from the quarry to the gang saws and finishing sheds. This was accomplished in primitive fashion by ox team and stone boat which moved on birch rollers four feet long and eight inches in diameter.

In Patch's own words: "In loading, the boat was placed on the eight-inch rolls under the derrick and the block put on the boat on top of four iron rolls about three inches in diameter, if the block was right side up when put on the boat. This was done to assist in rolling the block into the gang, but if the block when put on the boat lay on its side, it would be so placed as to easily tip up when dumped into the gang, and you may rest assured it took an expert to do this. It usually took two pair of oxen to pull this kind of load. The head man placed the rolls in front of the boat, one man in the rear picked up the rolls as the boat left them, catching them by one end and tossing them forward to a middle man, who in turn handed them to a head man, who usually was an expert in turning corners, keeping the team going and so guiding the load as to have the block dump itself into the gang."²

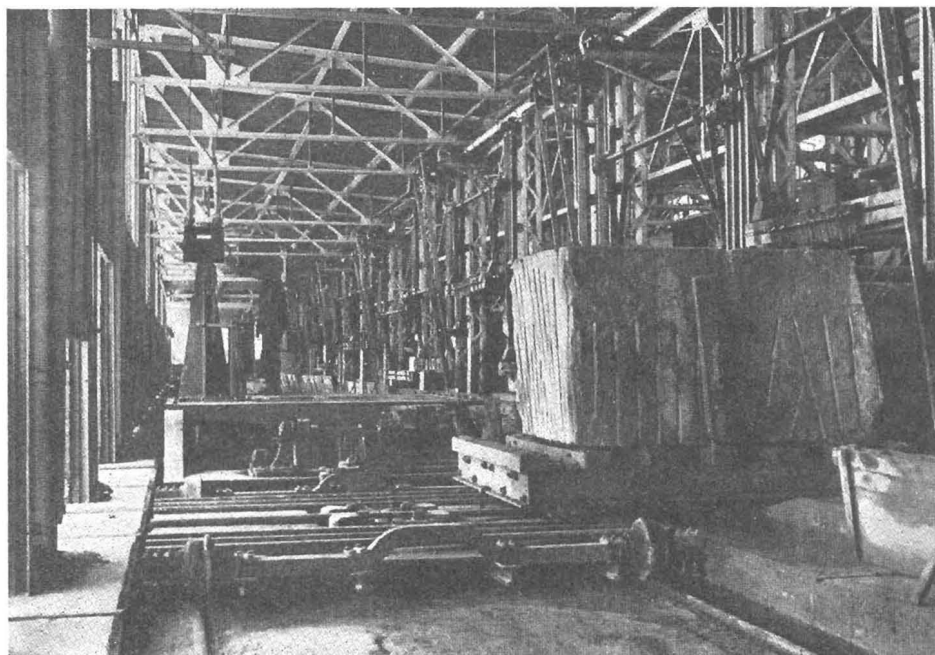
"In 1877 I made drawings for the first all-steel truck to be made of used T-rails. . . . The railroad truck ran from the derrick about 250 feet along the front of the mill and the steel car drawn by oxen moved on this truck to a point opposite the mill door, where the blockboat and its load was drawn off the steel car onto rollers into the alleyway and gang, a great saving from the old method of rolling the block a long distance and turning a sharp corner into the mill."³

In 1901 as head of the F. R. Patch Manufacturing Company, Patch further streamlined the operation when he designed and built two special electric locomotives which were provided with powerful hauling drums by means of which the block cars were not only put into but pulled out of the gangs.

Another early improvement Patch contributed to the marble industry was the first pneumatic hammer. To quote Patch: "Very many of these machines [a new lighter channeling machine called a chopper] were in use until the Ingersoll-Rand company came out with their electric pneumatic channeler. The pneumatic portion of this channeler is a copy of the first pneumatic hammer ever invented and used; the patent papers are, no doubt, today [1931-2] in the vault of the Vermont Marble Company's office (patented by F. R. Patch). This pneumatic hammer was first tried out in the basement of the old carpenter shop at Proctor, after which two of them were used in cutting, tracing and lettering marble in the finishing shop, which was destroyed by fire along about 1885. Many of us foresaw the uses to which this pneumatic machine has been put. These first machines would strike about 1000 blows per minute."⁴



Handling the rollers to move a marble block into the gang saws in the 1870s.



Interior of a marble mill showing steel framework and electric transfer track for loading and unloading marble into gang saws.

Around 1870 Colonel Redfield Proctor came to Sutherland Falls and began to put together the Vermont Marble Company. Patch was fortunate to be in the right place at the right time because the Colonel was known for encouraging and utilizing youthful talent.

According to Patch: "Col. Proctor put unlimited trust in boys. I think it was owing to his war experience, where his soldiers probably did not average twenty-two years of age. I can see him now, in shirtsleeves, a braided straw hat on his head, trousers tucked in his boot tops, papers in one hand, a measuring rule in the other, taking a hand in shipping marble and directing its loading; or, dressed in a faded waterproof coat, driving old Charley attached to the Concord buggy, he would go to West Rutland in the rain to select blocks."⁵

Colonel Proctor's confidence in young Patch was shown in 1876 when he sent him to the recently completed Hoosac railroad tunnel in Massachusetts to supervise transfer of used equipment which had been purchased for the Sutherland Falls mills. Patch was only 22 at the time.

He writes: "Fifty years ago last fall [1876] Col. Proctor sent me to the Hoosac Tunnel to take out and load on the cars about one hundred carloads of machines; engines, boilers, air compressors, rock drills, that had been used in building the tunnel. Some of the air compressors came here [Sutherland Falls] and were in operation for several years at the south end of the Lower Mill. . . . There were no trains passing through the tunnel, when I first got there and I walked from North Adams, through the tunnel seven miles to the East End shops, back and forth a great many times. After a couple of months they began running one train through the tunnel from North Adams each morning and back in the evening. I still have the note from the State Treasurer, Mr. Bond, to the train conductor, Mr. Miller, that passed me through the tunnel many times on the first train."⁶



RUTLAND HISTORICAL SOCIETY

Clarendon and Pittsford Railroad's engine No. 1, an 0-4-2T Baldwin named for F. R. Patch, 1885.

Patch lived for a while, probably as a bachelor, in the old stone schoolhouse (Municipal Building) where he had once attended classes. On 6 September 1876 he married his childhood sweetheart Abbie E. Loveland, and in 1885 he designed and built a house for her on South Street. It was an elegant Queen Anne style structure with bay window and balcony and has since served for many years as the Catholic Rectory. Two years earlier (1883) he had designed and built Colonel Proctor's house just west of the falls.

He had vivid recollections of the "Blizzard of '88" but, as so often with Patch, the memories come across the years as an adventure rather than a catastrophe:

The snow storm began Sunday, March 10th, continued through Monday increasing and by high wind piled into high drifts so that no evening train came through from the north. . . . When I waked Tuesday morning my bedroom was unusually dark and I soon learned the cause was snow piled more than halfway up against the window on the North side of my room and when I looked out the high board fence all along the highway was completely buried in snow which seemed to be of the same depth in the road and in the fields and there were no tracks even to show where the road might be.

I ate my morning porridge, put on my overcoat, and did the unusual for me, tied a belt around my waist, and tied my trousers down around my ankles, then struck out in a bee line across the fields and creek to the office. I went out my back door and there was snow piled way above the porch floor, so that I paid no attention to steps, but lunged right off into 5 (ft.) of snow paddling my way with my hands.

When I got to the office I found Ed. Morgan and several others that lived in Rutland, who had spent the night in the office and they said there were trains stalled in the snow at the north end of the railroad cut. I went to my room and a few minutes later Fletcher Proctor came in saying, 'Fred, the boys say there are a couple of trains snowed in at the north end of the cut, what do you say to going down and shoveling them out.' I answered 'fine' and Fletcher continued, 'we can't run the mills without sand and the teams can't get to the sand pits, you go shut down the mills, I will send for the quarry gang.' In this way we soon had a small army of about 300 or more men. We robbed Henry Spencer of all the shovels he had in the store and started clearing the track to the north.

Shoveling the four-foot drifts out of the cut, the men uncovered the first engine, the Killington, which had left St. Albans some 24 hours earlier and had been stalled there all night. Engineer Ace Clement, although almost totally exhausted, finally got the train moving by working the reverse lever back and forth until the wheels could get a grip on the rails. Once the engine could be moved to the station, the second train was able to move, since the point where it had spent the night was on the big fill east of the Garden of Eden where the wind had blown the track clear. At the station the two engines were coupled together, three or four boxcars attached and then the passenger cars hooked on the rear. The workers piled onto the train, and with Patch directing the operation from the fireman's seat of the forward engine, the Killington, they began to shovel and ram their way south through the snowdrifts. They arrived in Rutland about noon.

Here the railroad officials made up a double header train and carried us back to Proctor where we arrived about 1:00 pm a happy bunch of snow birds . . . Nobody hurt and every one enjoyed the forenoon's work. Ours was the only train to reach Rutland in the next three days.⁷

The early years in Sutherland Falls were marked by hard work but there were also great opportunities for education and self-improvement if a young man were to apply himself. Obviously, Patch seized these opportunities and rose from millwright to superintendent and chief engineer. Much of Patch's knowledge must have been acquired through observation and apprenticeship, but it is also known that he was an avid reader. In 1881 he was a member of an association that founded the town's first library located in the Monumental Shop so as to be available to the millworkers.

How the men found time or energy to read after working from 6:00 A.M. to 6:00 P.M. weekdays and until 5:00 P.M. on Saturdays is somewhat of a mystery. Patch offers insight into the spartan life of these early workers:

Mike Green was engaged in blasting away the ledge way down in the orchard where the Building Shop now stands and fired the blasts at the noon hour. I saw him running towards me after he had lighted the fuse and the blast exploded a little sooner than Mike expected and a rock about as big as my two fists took after Mike. I saw it coming towards him, but did not dare to say a word for fear that if Mike dodged he would be in greater danger. It did, however, pass the left hand side of Mike's head and tore his ear nearly off. There was no doctor here at that time and I tried to make Mike go to Rutland or Pittsford to see a doctor and have the ear stitched in place; but as first aid, I put the ear in place the best I could, stuffed it with waste and tied a bandage around his head to hold the ear on and Mike came back to work right after lunch and never saw a doctor at all, but the ear healed in good shape and in fairly good time.⁸

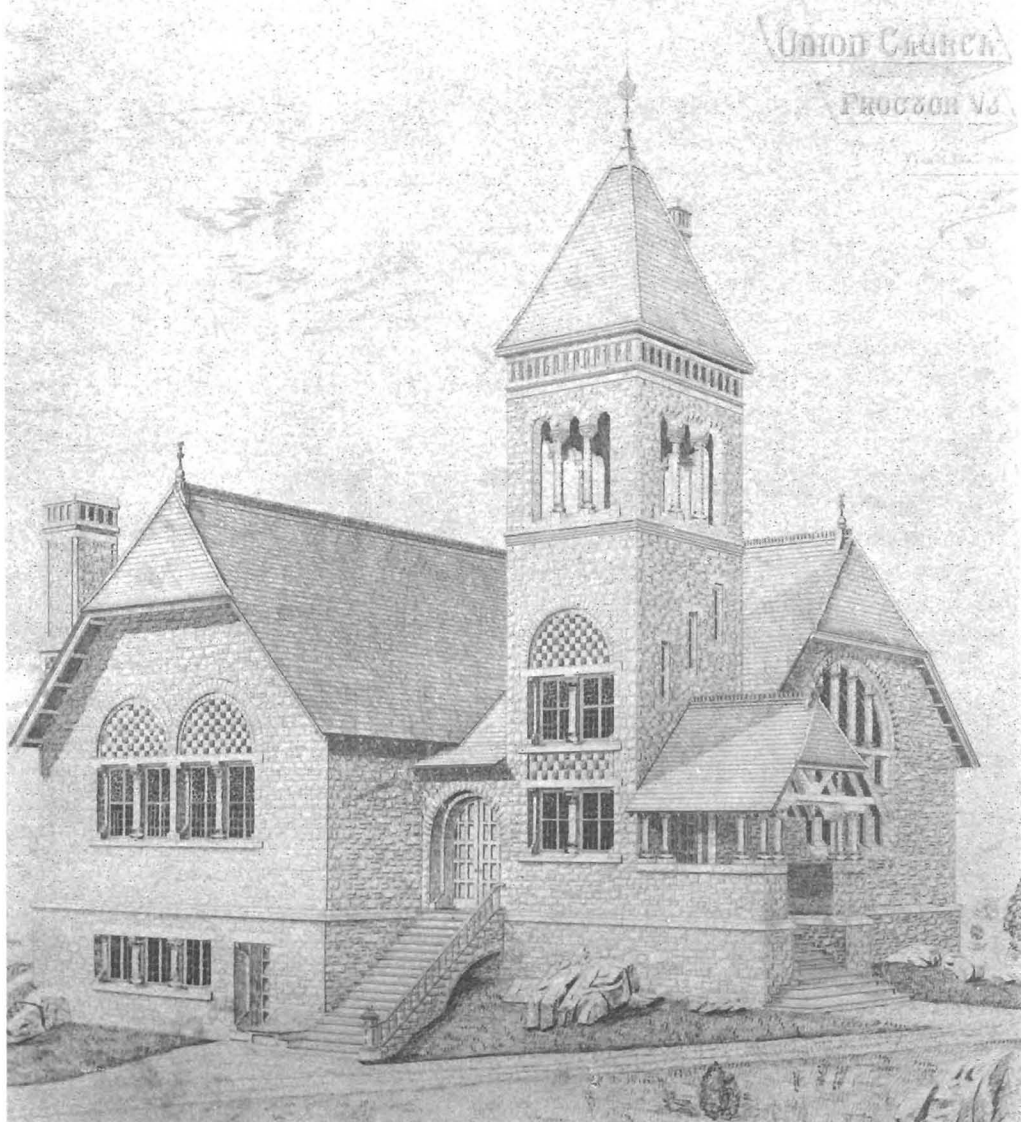
Previous to 1884 our nearest doctor was at Pittsford and Dr. [Abiel] Caverly was the one usually called. His charge for attending a case here in Sutherland Falls, and furnishing medicine, was seventy-five cents.⁹

In 1884 Sutherland Falls was incorporated as a village and its name changed to Proctor. Two years later amid much controversy, Proctor and West Rutland would break away from their old union with Rutland; while Patch supported these changes, his father, Joseph, was an outspoken opponent. Fred was one of the signers of the call for the first town meeting in Proctor, held 15 February 1887. On 27 March 1888 he was elected first president of the village of Proctor and served for two years.¹⁰

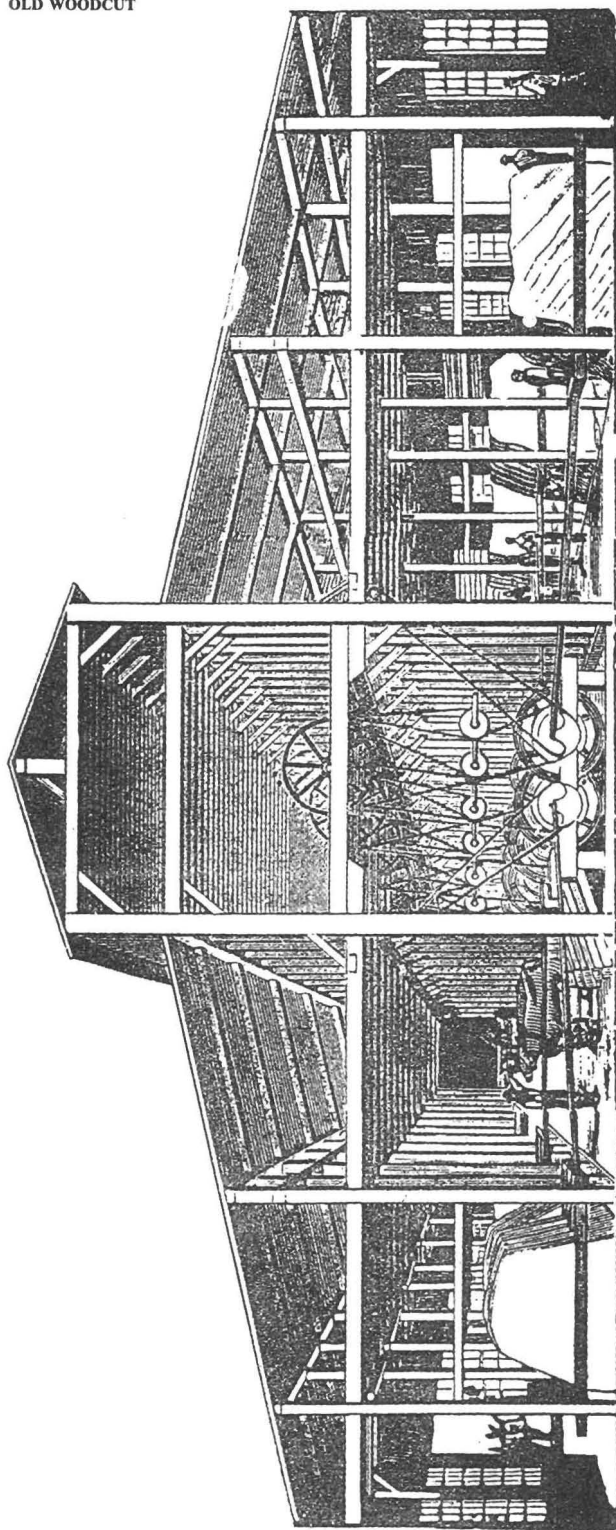
For reasons now unknown, Patch's life reached a turning point in 1890 when he left Proctor to become superintendent of the Sheldon Marble Company in West Rutland. In 1891 VMCo took over the Sheldon works and Patch resigned once more to begin his second career in earnest.

Patch left behind in Proctor lasting memorials to the years he spent there—the beautiful Union Church which he both designed and built in 1890 and his residence on South Street which serves as the Catholic Rectory. Most of the mills he helped to raise are now silent but still stand as reminders of a once proud and thriving industry.

Patch was typical of the young men whose bright minds and enthusiasm Colonel Proctor encouraged to his own advantage and that of the marble industry. It is of interest to note that Patch's departure from Proctor coincided with that of Colonel Proctor who was leaving for Washington to serve as Secretary of War.



Proctor Union Church, F. R., Patch, architect. It was constructed under his direction in 1890.



Cutaway view of early marble mill of the type built by Fred and his father, Joseph Patch. The gang sawing operation is shown in detail. On rare occasions when all the saws happened to move at the same beat, the roof would vibrate.

The Rutland Patch-Wegner Years

In 1891 Fred Patch, in partnership with George T. Chaffee and Newman K. Chaffee, both well-known in local banking circles and successful in the lumber business, bought the foundry and machine shop of Mansfield and Stimson on Railroad Street in Rutland City. The new firm was known as F. R. Patch and Company and Patch became manager of the business.

George R. Mansfield and John H. Bowman had founded the original business in 1859 (according to Patch) and manufactured machinery for marble work, slate work and lumber mills. The first channeling machine, invented by George J. Wardwell, was produced in their factory.

Patch recalled that in Mansfield's foundry work for sawmills: "They turned locomotives, when they passed their usefulness as such, into sawmill engines. I recall two . . . one of them bore the name of Mad Tom and the other one bore the name of Red Bird. They were very small engines having but one pair of drive wheels with cylinders attached to the sides of the boiler set at an angle. The smoke stacks were funnel shape about 4 (ft.) in diameter across the top, which was covered with a wire screen; in fact, the smoke stacks and cab seemed larger than the boiler; the tender would hold about one cord of wood. These, as I remember, had been used on the Western Vermont Railway. The boilers and cylinders were banded with brass and all painted parts were very nicely striped. They made them into engines for lumber mills by putting a large pulley in place of one drive wheel, leaving off the cab, tender and pony truck."¹¹ (It seems that the Red Bird, which had the honor of drawing the first train to Rutland from Burlington in the fall of 1849, came to a rather ignominious end.)

About 1864 Mansfield's son-in-law, Charles C. Stimson, replaced Bowman and a new name was attached to the firm which was busy furnishing machinery, gangs and rubbing beds for the mills in West Rutland, Center Rutland and Dorset.

In 1890 Mansfield died and Stimson left, paving the way for purchase of the business by Patch and the Chaffees. At the time, a total of about 25 men were employed in the foundry, machine shop, blacksmith shop and pattern shop.

Patch says: "There were absolutely no plans nor photographs of machines which the Mansfield shop had built. The only records of any kind whatsoever were in the personal memorandum book of the foreman of the machine shop, William Hill. Therefore, it was up to me to make plans of the machines and go with my plans out over the country, sell the machines and then come back and build them."¹²

The partners paid \$10,000 for the property and put in an additional \$10,000 in working capital. A planer and lathe were purchased from the closed machine shop of David Shortsleeve and Company of Strongs Avenue.

The new firm's first major job was to furnish sixteen gangs for the True Blue Mill in Whipple Hollow, West Rutland. The mill had recently burned and Patch drew up plans for what was to become the first steel marble mill in the country. A Connecticut company built the mill and F. R. Patch and Company installed the 16 gang saws.

Rutland September 3rd 1871
 This day sold and delivered to Mansfield & Stimson
 of New Haven the following described Personal Property
 Four Old Engines Called Locomotives one by the name
 of Madison one by the name of King Philip one
 by the name of the War Kingham and the other
 by the name of the Chazy. For the sum of Sixty
 Eight Hundred Dollars (\$3800.00) This includes tender
 and such property as belongs to the Engines—
 W B Duncan
 Esq. J. D. Slater atty

Bill of sale for four old Harlem Line locomotives sold to F. R. Patch and Company's
 predecessor, Mansfield and Stimson, in 1871. The foundry turned them into engines
 for sawmills.

The years of 1891-92 were very prosperous ones for the company and the owners began thinking about expansion. On 10 August 1892 an adjoining factory, the G. P. Harris Manufacturing Company, maker of chairs, was struck by lightning. The resulting fire was so close and intense that only extraordinary efforts kept the Patch plant from being destroyed, too. Following the disaster, Harris approached Patch and the Chaffees and suggested forming a stock company to take over his property. This was done, and the new company came to be known as the F. R. Patch Manufacturing Company. Two new brick buildings were constructed as well as a new brick office building and brick melting room.

Business in 1893 was not nearly so good and the plant was reduced to “making work” for their employees. One job involved laying a water pipeline from Spruce Street to the Wilson Aviation Field where the State militia was in encampment.

However, business soon began to pick up and Patch reports:

Wages at this time were: first class machinists \$2.00 to \$2.25 per day of 10 hours. Common labor \$1.25 per day of 10 hours. We had but one person in the office and he was bookkeeper, timekeeper and paymaster combined.¹³

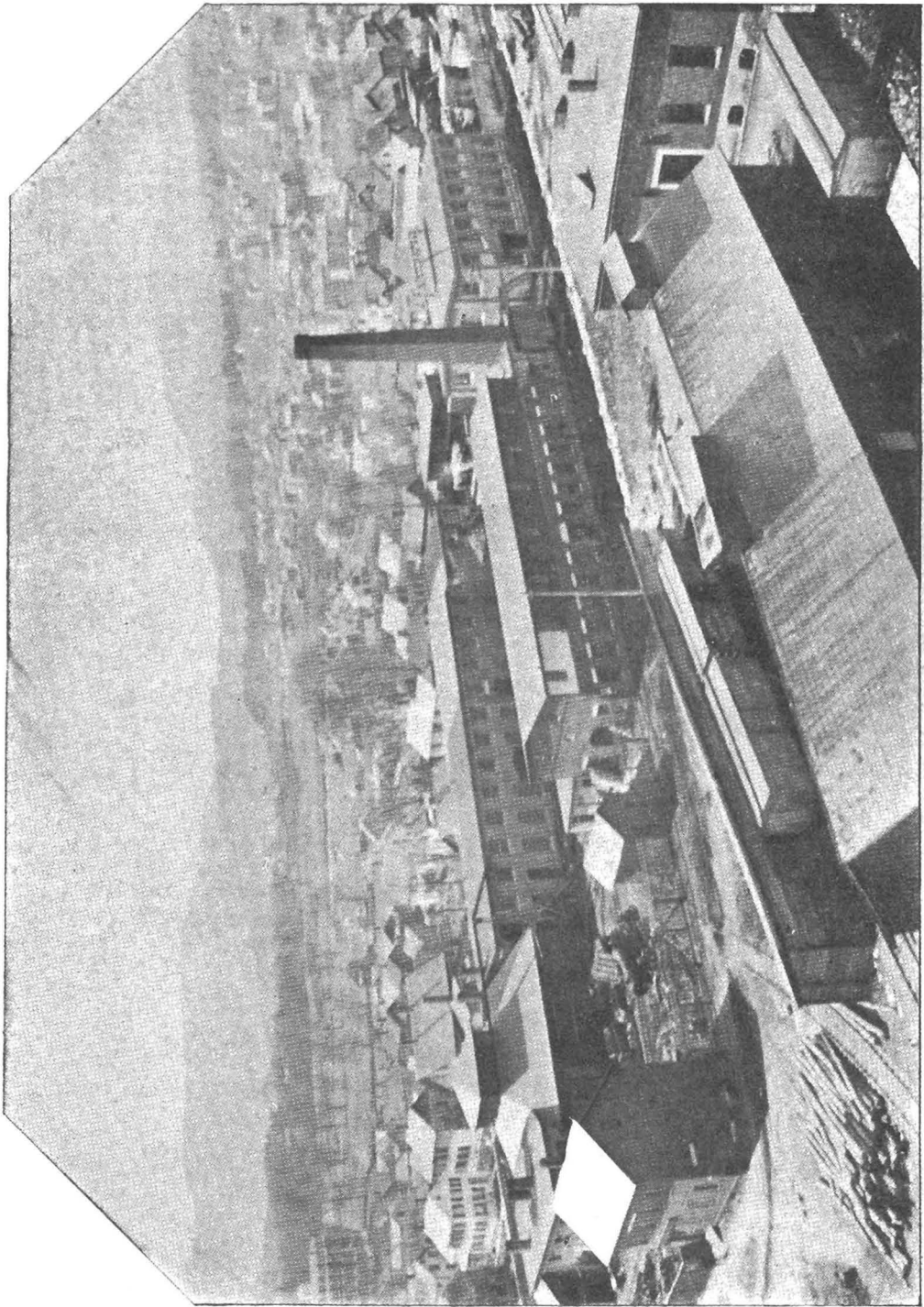
As business increased, wages were raised – ten percent in 1899 and 1900. In 1901 wages stayed the same but work hours were reduced to nine hours. On 20 May 1902 the machinists and helpers in the machine shop struck for union control. For Patch, a man who had risen from the ranks of the laborers and had always considered the needs of his employees, this was taken as a personal blow. He wrote:

Previous to this time I had thought it impossible to have war at home or in my native town but I soon learned different. We found it necessary to enclose the plant with a high fence and employ constantly upon the plant a deputy sheriff. We fitted up a boarding house for our men, the building now occupied by Thomas Leahey and family, and there are plenty of bullets embedded in the clapboards of this building fired by strikers or their sympathizers in the nighttime. I found it necessary to bring suit against the unions of the city for conspiracy as they had banded together avowedly to ruin our business. I brought suit and was in court five times, winning for our company every time until finally the unions were glad to pay the judgement and call the strike off. The machinist strike lasted for six years, during the most of which time a loaded revolver lay beside me on my desk. The strike in the foundry, however, lasted for eleven years and no one can realize the strain one has to endure in carrying on a business during a strike when everyone seems opposed to you and in favor of the strikers.¹⁴

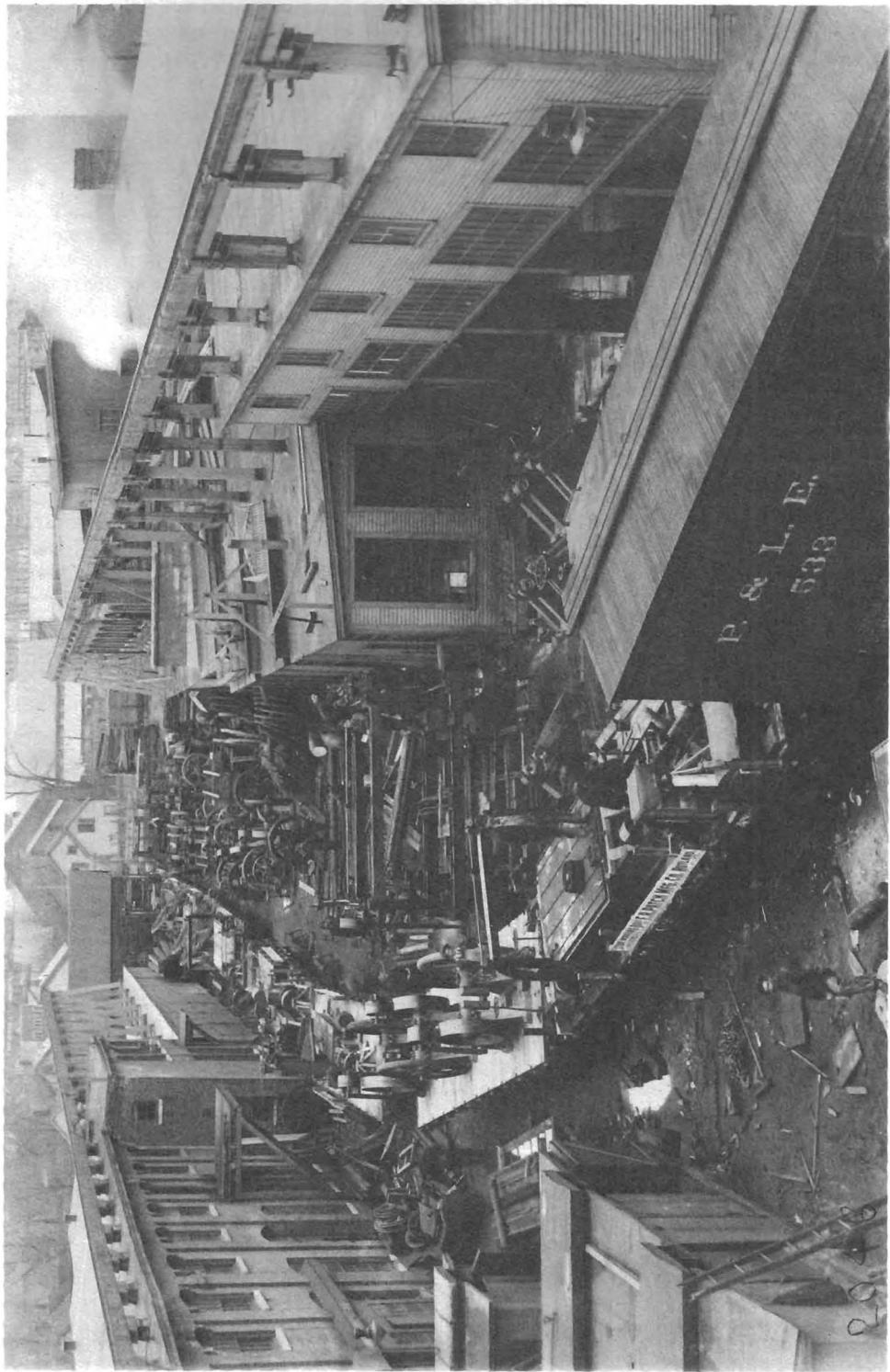
Business was good for a while following the settlement until the onset of World War I. A contract was entered into with a Canadian company to manufacture shrapnel but the operation was a losing one, costing the firm some \$40,000.

Near the end of the war a very good investment was made when the Patch company purchased the Glen Falls, New York, Machine Works. This was a “going” business and returned more than \$100,000 in dividends.

Work increased steadily, and during the 1920s machines from the company’s plants were being purchased and used in each of the 48 states and many foreign countries. Products ranged from derricks, to gang saws, to rubbing beds and massive overhead cranes—a far cry from the block-and-tackle, ox-powered early days in Sutherland Falls.



F. R. Patch Manufacturing Company, circa 1910.



F. R. Patch Manufacturing Company Rutland yards at full production around 1910.

In 1927 the F. R. Patch Manufacturing Company was consolidated with the Julius Wegner Machine Works of Astoria, New York, and the name changed to Patch-Wegner Company, Inc. Thus it became the largest business of its kind in the United States. Fred Patch served as the president of the company.

That Patch was always fair with his employees and his partners is shown in the following statements:

Right here let me say that my salary with the Sheldon Marble Co., was \$3000 per year and when I came to Rutland and took charge of the machine shop . . . my salary was to be the same i.e. \$3000 per year, providing we earned it. Otherwise, I was to draw \$3.50 per day which I did for several years until the company began earning money enough so that I could draw my full \$57.70 per week or \$3000 per year. I never increased my own wages or salary. Whenever my salary has been advanced, which it has been once or twice, it has been done by my associates. I never have made a general reduction in wages without myself taking a similar or greater reduction and at times when we have been short of money I have allowed my salary to remain with the company and have only drawn a sufficient amount for living expenses.¹⁵

In my management of the company's affairs I have never loaned a dollar of the company's money to myself or any employee. I have many times, however, loaned to our employees my own money. I have always made it a rule to pay for anything that I got from the company and have enforced this rule upon all employees.¹⁶

We began the Hoover Plan long before we ever heard of President Hoover. 1912 was a lean year and we built our office building, using as many of our men in connection with that work as we could. 1921 was a lean year and we built the new dam and power plant on East Creek, just above the Country Club, and when there was no work at our shops the men were privileged to work at the new power plant. . . . This past fall and winter [1930] we have taken the opportunity to whiten the interior of our shops, clean the windows, repair the roofs, etc.¹⁷ (The power plant proved uneconomical and was sold to the Railway Light and Power Co. in 1924. It is presently owned by Central Vermont Public Service Corporation but the dam and pond retain the name of Patch.)

Before we had moving pictures we turned one of our buildings into a Club House for our employees. The Club House had shower baths, pool tables, and other play tables, also a dining room equipped to feed one hundred. This to keep the employees away from the saloons, if they were so inclined, and it was well patronized and enjoyed by all. The moving pictures, however, coming on gave other attractions and the Club House was abandoned, but in building our new machine shop we constructed in the basement a fire proof garage that will hold 100 automobiles. This garage is heated, electrically lighted, provided with hot and cold water and a high pressure pump. It is free to our employees and frequently contains 60 to 75 automobiles. This winter [1930] there are 15 to 20 in dead storage. Our employees in addition to having free garage are furnished gas and oil at cost.¹⁸

At age 80, failing health forced Patch to withdraw from his long career of designing, developing and producing stone-working machinery. Of course he still gave attention to his "customary duties". He died at his home, 137 North Main Street, 20 January 1938. The business carried on for many more years under the leadership of the Chaffee family. Patch's name is indelibly engraved upon the history of the Patch-Wegner Company but he himself never failed to give honor and credit to his founding partners, George T. and Newman K. Chaffee. The company was sold to a Massachusetts firm, Montague Industries, in 1975 and went out of business in 1976.

Personal and Civic Life

Fred Patch served as Rutland City Commissioner of Public Works in 1915 and 1916 and later was Commissioner of Public Safety. He was in charge of building the first hard-surfaced road in the city. It consisted of brick pavement installed on Strong's Avenue and Merchants Row. He was director of the Rutland County National Bank from January 1910 until his death, at which time he was also a vice president.

Patch loved design and architecture and in the early 1900s drew up the plans for the distinctive entrance to Evergreen Cemetery. The two gate houses feature outstanding stone and shingle work and diamond-paned leaded windows. The larger building, which had a rose window (now boarded over), may have been planned as a chapel. The unusual sweeping rooflines of these structures are also a stylish element of the beautiful home Patch built for himself (1912) at the corner of North and North Main Streets. A rambling bungalow, it incorporated many elaborate details showing an oriental influence. People who remember the Patch home remark upon its large library, greenhouse, flower gardens and meticulously landscaped grounds. The serenity of this retreat must have contrasted sharply with the din and clamor Patch encountered every day among the massive machines of the foundry.

In addition to his architectural work, Patch was a surveyor and creator of maps and dabbled in oil painting. In appearance, he was tall and of courtly bearing. His first wife was Abbie Loveland, daughter of prosperous farmer and early Patch neighbor S. B. Loveland, who resided at the foot of Patch Hill on the Pittsford town line. She died 6 May 1908 following a long illness. Abbie's nurse, Cigrid Berg, who was born in Sweden and came to the area with her family as a young girl, became Patch's second wife in 1909 and survived him.



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Evergreen Cemetery entrance designed by Patch in the early 1900s.

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¹³Patch, F. R., "Brief History. . . .", 3.
¹⁴Patch, F. R., "To Stockholders. . . .", 4.
¹⁵*Ibid.*, 3-4.
¹⁶*Ibid.*, 5-6.
¹⁷Patch, F. R., "Brief History. . . .", 5.
¹⁸*Ibid.*, 6.

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Vital Records: Proctor, Pittsford and Rutland City

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Patch's 1885 home on South Street, Proctor, now the Catholic rectory.



PURDY

Patch's gracious home built 1912 at 137 North Main Street.

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